Det Bel Isle & Windsor Ferry Co 67

THE MARINE RECORD,

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX NO. 16. CLEVELAND, O., APRIL 21, 1887. $2.00 PER ANNUM, SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

A number of steamers arrived from Buffalo this week.

The steamer J. H. Farwell will tow the J. H. Rutter this season.

Wm. Berriman, of Buffalo, brother of George Berriman, was present at the launch the W. M. Eagan last Saturday.

Grover & Son are putting fancy binnacles in the new vessels being built at this port. They are from the firm of Robert Merrill & Son.

The top masts of which the schooner H. P. Baldwin was in 1884 deprived of have been replaced. She will now class as a full rigged schooner.

Captain Porter Stewart and B. Montross have purchased the barge Mary Stockton from Captain Hall and A. S. McLean for $2,000.

The steamer J. H. Outhwaite, Captain John Nelson, has been provided with a Globe steam steerer. She left to-day for Lorain to load coal for Milwaukee.

The Thomas Gawn, Captain Alex Porter, is loading coal at Lorain for Green Bay, and the schooner Red White and Blue, Captain H. W. Phillips, has corn to Buffalo at 6 cents.

The transfer of the schooner Davis was made last week by W. C. Richardson to M. Ellen, of Milan. The Davis has all new outfit and is in excellent condition.

The life saving crew went into service here on the 15th. The following are the names: Captain C. C. Goodwin, Lawrence Distel, Patrick Carlin John McIntyre, George Buchanan, William Buchanan, and David Goodwin. The crew at this port is to have a new launch wagon this season.

John McHenry, moulder at Radcliffe's yard, was severely injured on the head by a maul which flew off the handle in the hands of a fellow workman last Saturday. The injury will not prove fatal.

By a slight misunderstanding the bow of the W. M. Eagan in being launched, got away ahead of the stern and one of the carpenters, Sam Hill, who was on the water side, in order to save himself went down between the ways and the boat went over him.

The lighthouse department report that a sunken crib, supposed to have been crowded by the ice from the dock at the Grosse Point club house, is lying about half a mile inside the lightship toward the American shore. Vessels bound for Mt. Clemens should be careful.

The steamer Saginaw Valley, recently sold for $30,000, has been chartered to run between Green Bay and Buffalo, in connection with the Lackawanna railroad. Captain James Gibson will sail her. Negotiations are pending for the charter of the steamer Oneida for the same trade.

The steamer Spokane, with the new tow barge Wadena and Ironton in tow left Sunday evening for Toledo to load grain for Buffalo. They anchored off Turtle Island all day Monday in a snow storm. Arrived at Toledo Tuesday morning at 9 o'clock.

Mr. H. Root, shipbuilder, has made contract with L. P. & J. A. Smith to build two barges, one for steam and the other a consort. They will be 150 feet over all, 32 feet beam and 10 feet depth. The machinery for the steambarge will be taken from the tug Patrick Henry, and is 22 by 24 inches. One is to be completed in sixty days and the other in ninety. They are to be put at work on Smith's breakwater contract.

C. Champness is building a steam yacht for L. C. Carran and others. She is 43 feet over all, keel 37 feet 7 inches, beam 11 feet, depth 4 feet. The hull will cost about $600. She will go by rail to Cottage Grove lake. As soon as Mr. Champness has this pleasure craft out of the way he will lay the keel of a new harbor tug. The measurements of the tug are to be 48 feet keel, 54 feet over all, 11 feet beam, and 5½ feet depth of hold. She is to be finished as soon as possible.

The steel steamer Chas. J. Sheffield was launched at the Globe Shipbuilding Company's yard on Tuesday at 3 o'clock without trouble. She is a fine looking boat and a credit to her builders. Details of her construction have heretofore been published. Among those present at the launch from other cities were R. P. Fitzgerald of Milwaukee. Frank S. Manton, of Providence R. I., agent of the American Ship Windlass Company, F. A. Kirby, mayor of Wyandot e and superintendent of the Wyandotte Iron Shipyard, W. Campbell and E. H. Doyle, both of Wyandotte. The visitors were refreshed with MARINE RECORD cigars.

Meteorological summary for the week ending April 20:

Mean barometer	29.970
Mean temperature	41.7
Mean humidity	77.7
Total precipitation, inch	.89
Prevailing direction of wind	South.
Total wind movement	14 23
Av. cloudiness	5 1
Av. state of weather	Fair.
Max. temperature, highest	74 2
Min temperature, lowest	22.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

As we have in a previous issue given the names of the engineers of the Bradley line they are omitted in the following list of masters. Propellers—New boat, Captain James Stone; Mr. P Doyle, chief engineer of the line; City of Cleveland, Captain James Lawless; Henry Chisholm, Captain Henry Stone; R. P. Ranney, Captain F. H. Rae; E. B. Hale, Captain J. A. Holmes; J. S. Fay, Captain Albert Greenley; Sarah E. Sheldon, Captain M. Mulholland; Superior, Captain C. Moran; A. Cobb. Schooners Captain J. Moffatt; A. Bradley, Captain A. B. Parsons; Thomas Quayle, Captain J. V. Thomas; Negaunee, Captain D. M. Becker; John Martin, Captain T. Jones; D. P. Rhodes, Captain Fred Greene; S. P. Ely, Captain W. W. Brown; Sandusky, Captain B. Nelson; Fayette Brown, Captain L. Stough; David Wagstaff, Captain A. Eade; S. H. Kimball, Captain E. P. Spear. Tug Forest City Captain John Wysoon.

Frank S. Manton, agent of the Providence Ship Windlass Company, who has been in the city a few days, has gone up to Detroit.

The launch of the steamer Wiley M. Eagan, was witnessed by a great number of people interested in matters maritime and the boat took to the water on time. Messrs. W. M. Eagan of Chicago, after whom the vessel was named, and R. P. Fitzgerald of Milwaukee, were interested spectators. If we consider Mr. Radcliffe's reputation as a shipbuilder, it is not necessary to say that the Wiley M. Eagan is a good one and probably his crowning work. She is calculated to carry 1800 tons and will go into the grain trade between Lake Michigan ports and Buffalo. Mr. Radcliffe will at once put on the blocks another steambarge for Captain Geo. Berriman and others ten feet longer than the Eagan.

BUFFALO.

Special to the Marine Record.

The lines generally have ordered their masters to report for duty on their several boats, and they have gone to join their commands.

Freights on coal have not changed. The rate is 75 cents per net ton. All the available tonnage in port has been taken, and as fast as they are ready they load.

The interstate commerce bill has been discussed in Buffalo, by a congregation of soft coal interests. The merits and demerits of the bill were criticised in all features. It is amusing to listen to the various interpretations put upon it; every one has his own version.

Most of the line captains will leave this week to take charge of their various commands, and it is the general opinion that navigation will be open by the 25th or 26th.

There is some little trouble in the insurance department. A number of companies have formed a pool which includes the old companies, with the addition of the Boston Marine. Other companies have come into the market, and are competitors for business in hull and cargo interests. The most prominent in the out-side ring is the Anglo-Nevada, and it is said it is one of the substantial kind and will take risks up to $100,000. W. M.

Shippers are holding off and talking of lower rates on coal as soon as navigation opens and vessels are not anxious to load, as there is not good depth of water everywhere convenient for lying. The schooner Maria Martin is loading for Racine and the Francis Palmes for Milwaukee. Those loaded so far are the propellers Wallula, Kasota, Tower, W. A. Avery Kittie M. Forbes, Conemaugh, Delaware, City of Rome, William Edwards, Hecla, Calumet, D. C. Whitney; schooners Schuylkill, J. D. Sawyer, H. A. Hawgood, Mable Wilson, Thomas Parsons. The American Union takes coal to Chicago at 75c.

Navigation is about to open, apparently. The propellers D. C. Whitney; and Iron Chief cleared the former for Milwaukee with coal and the latter light for Detroit. As it is likely to be some time before they can pass the Straits, they will probably work her way slowly in that direction. As there is thought to be not enough ice in the lake to hinder a large propeller it is expected that arrivals from Detroit may occur any day. The change of the wind to the west during the recent storm will drive what ice there is down to the foot of the lake. The ice was running down the river in great quantities, the east wind which had driven it up the lake having abated. One would have supposed that half the ice in the lake was on its way over the falls.

The propeller Oregon, which was run into and sunk near the Lime Kiln Crossing last year by the propeller Alaska, received repairs costing $12,000. The break in her side has been replaced, and she has been refastened and recalked all over. She has been strengthened by running a steel plate, twenty-four inches wide and five-eighths inch thick, on both sides and the entire length of the main keelson, and by steel inside arches of the same width and thickness. New upper decks have been laid. It was the intention of her owner to cut the Oregon in two and lengthen her thirty feet, but this was abandoned, as dock room could not be had to complete so extensive a job.

Captain Hugh Hastings has arrived from Milan and taken command of the schooner Charles Foster. Malcolm Stalker, long on the Foster, goes to Erie to take charge of the Golden Age. Hastings was last on the steamer N. K. Fairbank.

The steamers Argonaut, Inter-Ocean and Otego with the barge Monitor arrived from Detroit, all wheat laden. The steamers Wallula, Kasota and Tower, coal laden for Chicago, and F. E. Spinner with coal for Milwaukee, were the only departures. The first three will call at Cleveland and the Spinner will wait at Detroit. A number of vessels started out Wednesday. Coal charters were: Steamers Argonaut for Milwaukee and Inter-Ocean for Chicago at 75 cents; schooners F. C. Leighton and Reuben Dowd for Toledo at 30 cents. The Lehigh Valley steamers Tacoma, Oceanica and R. A. Packer are loading owner's coal for Chicago. Canal freights are firm at 6 cents for wheat to New York. There is a great deal of ice along the southshore and in mid lake Should it be crowded into the bay here it might cause trouble.

The following is a list of the tugs this season: In Maytham's line the tug Anna P. Dorr will be commanded by Wm. H. Hazen; engineer, Robt. Ramsey. Tug Maytham, Captain Chas. Maytham; engineer, Chas. Nash. Tug Kelderhouse, Captain Herbert Brooman; engineer John O'Conner. Tug Moore, John F. Whelan; engineer, Thos. Higgins. Alpha, James Hannett; engineer, Al. McMinn. Adams, Thomas Dayle; engineer, Wm. Whelan. In Hand & Johnson's line as follows: The new tug Buffalo, one of the best on the lakes. Patrick Lynn will be in command; engineer, Daniel Mahoney; Fiske James Doyle; engineer, James Reilly. Dimick, George Lapier; engineer, H. Bullard. Orient, Michael Carr; engineer, Thos. Ryan. Bruce, John McDowell; engineer, Thomas Higgins. Griffin, Thomas Mallon, engineer, T. Lovett.

The propeller Oneida has been sold by L. Dimick to John Maxwell, of Washburne, for $25,000. The latter has also bought the barge Carney from Captain Davidson for $8,000. They will be tow together in the lumber trade.

MILWAUKEE.

Officers of the steamer F. & P. M. No. 2 report the ice in the little lake at Manistee black and so badly honeycombed that the steamers will experience no difficulty in reaching any desired point. The ferry steamer has been running between the city and the east lake shore. When within fifteen miles of the west shore of Lake Michigan the No. 2 passed a fleet of seven or eight schooners laden with cedar ties, lumber, and slabs all apparently heading for Milwaukee. The ice in the little lake at Ludington maintains an appearance of firmness, which may prove to be deceptive.

The owners of the steamship R. P. Flower were offered by the managers of the Ashland mine $2 per ton on ore from Ashland to Cleveland for June, July and August but the offer was refused.

Butters, Peters & Company's new log carrying scow was launched from the Milwaukee Company's yard on Saturday afternoon. In addition to steel arches, assistant keelsons are being placed in the steamer Marshall F. Butters. The steamer Minnesota is at the company's yards to receive three new masts. One of the sectional docks was last week occupied by the schooner Belle Laurie for an overhauling.

CHARLEVOIX.

The ice went out from the points on the 12th and only remains in the bay. A strong east wind will soon make everything clear here. Vessels are fitting out here.

MARQUETTE.

Old vessel men claim navigation will open the 25th inst. The crews of the steamer Robert Wallace and consort, which were wrecked here last fall, are here. Captain Brown will repair the boats so that the steamer will go down without help, taking her consort with her.

DULUTH.

Special to the Marine Record.

We have had a few days that were hard on the ice and it looks now as if it will open early in May, but the bay, harbor and this end of the lake is yet solid. Nothing doing in freights.

GRAND HAVEN.

Special to the Marine Record.

The Grand Haven ship building company will launch this week a steam barge 125 feet over all, 28 feet beam, 10 feet depth of hold. She will have a high pressure engine 24x26, built by H. Bloecker & Co., Grand Haven, and a steel boiler 7½x14 by Johnson Bros., Ferrysburg. She has been built for Gill & Son, Traverse, Michigan.

The same firm are also building for Captain John Lang of Chicago, and W. J. Thompson of Riverdale, a steambarge 125 feet overall, 28 feet beam, 8 feet depth of hold, high pressure engine 20x22 by Bloecker & Co., boiler 7x14 by Johnson Bros. Captain John Lang will command her. WILLIAMS.

OWEN SOUND.

Special to the Marine Record.

The barge City of Montreal has been offered charters of lumber from French river to Collingwood at $1.63, and to Sault river at $2.00. Also ties at 9c, and posts and paving at 6c.

The C. P. railroad are extending their freight sheds and sheet-piling their dock to meet the expected increase of trade this season, and are talking of putting on another steamer between here and the Sault.

The Meteor goes in the drydock to-morrow.

W. Brown & Co., have chartered the Dolly Morden, Dominion and United Lumberman at private terms, to bring coal here for them.

The boats here are just about fitted out and will be all ready for the opening of navigation.

The stone for the construction of Sault bridge, will be gotten out here. This industry will keep a barge and tow busy for the season.

The river is free of ice to the second lighthouse, but the bay is not expected to be open for ten days yet. A. C. M.

NAVIGATION LAWS OF THE UNITED STATES.

As vessels are bound up by a paternal government in a net work of strictures and laws, indeed more so than any other class of property, we deem it a matter of interest to print, from time to time, sections from a work under the above title, compiled by Captain Jarvis Patten, late Commissioner of Navigation, which bear closely on navigation on the lakes.

PART I—DEFINITION OF A VESSEL.

Sec. 3. The word vessel includes every description of water craft or other artificial contrivance used or capable of being used as a means of transportation on water.*

1.—VESSELS: THEIR MEASUREMENT AND DOCUMENTS

(Revised Statutes, Title XLVIII, chap. 1.—Regulation of Commerce and Navigation.)

Sec. 4131.† Vessels registered pursuant to law, and no others, except such as shall be duly qualified, according to law, for carrying on the coasting trade and fisheries, or one of them, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels; but they shall not enjoy the same longer than they shall continue to be wholly owned by citizens and to be commanded by a citizen of the United States. And officers of vessels of the United States shall in all cases be citizens of the United States.

Sec. 4132 Vessels built within the United States, and belonging wholly to citizens thereof, and vessels which may be captured in war by citizens of the United States, and lawfully condemned as a prize, or which may be adjudged to be forfeited for a breach of the laws of the United States, being wholly owned by citizens, and no others may be registered as directed in this title.

Sec. 4133. No vessel shall be entitled to be registered, or, if registered, to the benefits of registry, if owned in whole or in part by any citizen of the United States who usually resides in a foreign country, during the continuance of such residence, unless such citizen be a consul of the United States, or an agent for and a partner in some house of trade of copartnership, consisting of citizens of the United States actually carrying on trade within the United States.

Sec. 4134. No vessel shall be entitled to be registered, as a vessel of the United States, or, if registered, to the benefits of registry, if owned in whole or in part by any person naturalized in the United States and residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless such person be a consul or other public agent of the United States. Nothing contained in this section shall be construed to prevent the registering anew of any vessel before registered, in case of a sale thereof in good faith to citizenship of the person on whose account a vessel may be purchased shall be exhibited to the collector, before a new register shall be granted for such vessel.

Sec. 4135. ‡No vessel which has been recorded or registered as an American vessel of the United States, pursuant to law, and which was licensed or otherwise authorized to sail under a foreign flag, and to have the protection of any foreign government during the existence of the rebellion, shall be deemed or registered as a vessel of the United States, or shall have the rights and privileges of vessels of the United States, except under provisions of law especially authorizing such registry.

Sec. 4136. The secretary of the treasury may issue a register or enrollment for any vessel built in a foreign country, whenever such vessel shall be wrecked in the United States, and shall be purchased and repaired by a citizen of the United States if it shall be proved to the satisfaction of the secretary that the repairs put upon such vessel are equal to three-fourths of the cost of the vessel when so repaired.

See act of June 26, 1884, which excepts cases where a vessel is for any reason deprived of the services of an officer below the grade of master on certain long voyages.

Evidence as to wrecked foreign vessel: To obtain a marine document for a wrecked foreign vessel, the applicant must furnish to the custom house to which it would belong to document the vessel, proof of the wreck within the waters of the United States, of his title thereto by purchase, of the citizenship of the purchaser, of the amount of purchase money paid therefor, and a detailed statement of the items of expenditure for repairs, accompanied by the bills, receipted, which are to be compared at the custom house with the statement, and e opinion of the chief customs officer on he case, officially certified on the statements, which, with the other papers in the case are to be transmitted to the secretary of the treasury. (Article 29, Regulations 1874.)

The cost of repairs to the wrecked vessel must not be less than three fourths of the entire cost to her purchaser and repairer.

"The word 'wrecked,' as used in section 4136 Revised Statutes, is applicable to a vessel which is disabled and rendered unfit for navigation, whether this condition of the vessel has been caused by the winds or the waves, by stranding, by fire, by explosion of boilers, or by any other casualty." (Opinion of attorney general, December 5, 1877.

In order to the granting of a register under Sec. 4136 R. S., it is sufficient if the cost of repairing the vessel, as well where in so doing the original plan of the vessel is departed from and changes in her construction and internal arrangements are made, new machinery, new appliances for her navigation and for other improvements introduced, as where the vessel is simply restored to what she originally was, equals three fourths of her value when repaired. (*Ibid.*, 1877.)

*According to a treasury circular of May 19, 1865, it even includes rafts.

†Justice Merrick (1885) decided that a dredge was a vessel and the subject of admiralty.

‡Vessels entitled to be documented vessels of the United States are of five classes, as follows:

1. Such as are being built in the country and have, after being documented, been wholly owned by citizens of the United States.

2. Such as are built in the country under foreign ownership in whole or in part, not registered, enrolled, or licensed, but recorded, according to law upon becoming the exclusive property of citizens of the United States.

3. Such as have been captured in war by citizens of the United States, lawfully condemned as a prize and wholly owned by such citizens.

4. Such as have been forfeited for a violation of the laws of the United States and wholly owned by its citizens.

5. Vessels built out of the United States but wrecked within the waters thereof and purchased and repaired by citizens of the United States at an expense of three-fourths of the cost of the vessel when repaired.

Vessels not entitled to marine documents may be classed as follows:

1. Vessels built in a foreign country, unless they have been captured and condemned, forfeited for breach of law, or wrecked and become the property of American citizens.

2. American built vessels sold to foreigners.

3. Vessels not commanded by a citizen of the United States.

4. Vessels owned by citizens who live in a foreign country.

5. Vessels owned by citizens not naturalized.

6. Vessels which during the late rebellion sought the protection of a foreign flag.

7. Vessels which, having been seized and condemned by any foreign power, again became the property of citizens of the United States, unless such property be acquired or regained by purchase or otherwise of the owners or their executors or administrators.

Marine documents, considered with reference to their nature, are registers, enrollments, and licenses.

The register identifies the vessel by her class, name, dimensions, tonnage, master, owners, and home port. It does not define nor limit her occupation. It is available for the foreign or domestic trade, and for the whale fishery, under section 4339.

The enrollment gives a description corresponding to that in a register. It does not define not limit the occupation in its terms, but section 4311 only authorizes an enrolled vessel to engage in the coasting trade or fisheries. Section 4214 authorizes the enrollment of a vessel to be used as a pleasure vessel.

The license limits the employment of the vessel to the coasting trade, or the whale fishery, or the cod fishery, or the mackerel fishery.

Marine documents, considered with reference to the place of their issue, are called permanent or temporary. A permanent register is granted at the port of entry of the district which includes the home port. A temporary register is granted at the port of entry of any other district (Article 17, Regulations 1874.) A permanent license is granted at the home port; a temporary license at any other port. Permanent and temporary enrollment are governed by the same rule as licenses (Article 43, Regulations 1874.) In each case the vessel itself must be within the jurisdiction of the officer who grants the documents, Article 5, Regulations 1874.)

LIFE AT ASHTABULA HARBOR.

The Ashtabula News says: "A visit to the Harbor Monday showed great activity on both sides of the river in preparing for the opening of navigation. The Pennsylvania Co. are making extensive repairs on their docks, thousands of feet of which are being newly cindered and planked. On dock No. 5, 200 feet of elevated carriers are nearly completed, and 520 feet are to be built on dock No. 2. These elevated tracks run back 200 feet from the river. In addition to this, the Mutual Transportation Co. are having built for their own vessels machinery for working seven hatches at once. The new hoisting rigs will be capable of removing 2,000 tons of ore from a single vessel in a day and will have no superor on the lakes.

"The Lake Shore side is by no means behind its enterprising rival. Preparations are being made for handling double the amount of business of any previous year. Two new Brown hoisting rigs for handling ore are being put in and two new rigs for handling coal. These will be more fully described when completed. The bank is being cut away and 1,700 feet of new side track is well under way, possibly to be followed by another of equal length. Bids are already in for putting an electric light plant so that the work of loading and unloading vessels can be carried on night and day if necessary. We believe we know whereof we speak when we say that Ashtabula Harbor will this year experience the greatest boom she has ever known.

"The ore docks are already nearly cleared, and at the rate it is going out but little will be left by the time the new ore begins to come in, which will be somewhere from the 1st to the 10th of May, according to present indications. There is little or no coal on the A. & P. side, but the Lake Shore coal docks are crowded, about 6,000 tons were received last week, and there are on the docks to date 40,000 to 50,000 tons. The schooner Mears was the first vessel to load this year, and the W. R. Stafford was loaded Monday. These, with the iron steamer William Chisholm and the J. H. Devereux, which are expected here from Cleveland to-day or to-morrow for cargoes of coal, will probably all leave for Chicago the last of this week.

"It is unfortunate for the harbor that President Cleveland did not sign the river and harbor bill, which provided $12,000 for the improvement of this harbor. We have, however, the appropriation of $30,000 made last year, which will probably be used in widening the channel by cutting out the rock on the west side and in deepening the channel at the entrance."

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record.

CHAPTER XCII.

For the year ending December 31, 1872, there were inspected, in the eighth district, 413 steamers of all classes, having an aggregate tonnage of 73,155.09.

In the 8th supervsing district there were inspected, in the district of Detroit, 108 steamers, having a tonnage of 32,528.22.

District of Chicago, 95 steamers, having a tonnage of 12,710.30.

District of Milwaukee, 99 steamers, having a tonnage of 12,251.07.

District of Port Huron, 79 steamers, having a tonnage of 13,535.37.

District of Marquette, 41 steamers, having a tonnage of 2,129.86.

In the 9th supervising district there were 249 steam vessels of all classes inspected, having an aggregate burden of 83,429.77 tons.

In tracing the history of 1872 we find that the passenger propeller Peerless, built by Ira Lafrinier at Cleveland, for Messrs. Leopold & Austrian, of Chicago, was launched June 10. This appears to have been a gala day in Cleveland. At this date she was among the most elegant steamers on the lakes, both in model and fittings, and cost $100,000. Her dimensions were, keel 206 feet, over all 225 feet, beam 31 feet, and depth of hold 14 feet, with a capacity of 1,000 tons. Her machinery was built by the Globe Iron Works, of Cleveland, the first of this type ever set up by that firm, and i which it seems they had considerable experience but not much margin. That firm now build better than they knew then. The Peerless was officered by Captain George P. McKay, who was in those days considered one of the most genial and courteous masters of passenger boats, and we may add parenthetically that he has not got well over it yet, although he is not master of a passenger propeller. First mate, John Halloran; second, Thomas Lang; engineer, James E. Whalen; assistant engineer, Matthew Thomas; clerk, Charles Wiles; steward, F. A. Sprague. Most of these officers will be recognized as residents of Cleveland, Ohio, to-day.

A remarkable feature of lake navigation is the system of towing barges, and, perhaps, the tows are not surpassed on any navigable waters in the world. A tow, extending over one mile in length, 5480 feet, was made up at Buffalo, consisting of the steamer Antelope, Captain R. Vallentine, and eight large lumber barges. The tow navigated Lake Erie during violent weather and passed Detroit on the 10th of June. After loading over 6,000,000 feet of lumber at the Saginaws the barges were towed back to Buffalo by the same steamer. Considering the violent state of the weather much skill must have been exercised to keep the tow in hand and from breaking up.

The propeller Maine, bound from Ogdensburg to Chicago with a cargo of merchandise, was sunk on the 8th of June in Goose Bay, a wood station on the St. Lawrence, about six miles below Alexandria Bay. It appears that some wood had been taken aboard and the crew were at supper. On their return it was found that the Maine was leaking. She was backed into the bay where she rested on sandy bottom. After lightering part of her cargo she was raised by the tug Crusader with two pumps. The disaster was caused by the perforation of her bottom by a sharp stone.

After the expenditure of a fortune the Stevens & Presley's drydock at Cleveland was completed, and repair work began about the 15th of June. The steamer Lady Franklin and schooner C. H. Johnson were among the first to go into the dock. The completion of this drydock was hailed with more than an ordinary degree of pleasure by all vessel men.

A phenomena of the most unusual kind occurred on Lake Ontario on the 13th of June, between 3:30 and 5 o'clock. There was but little wind and that from the southeast, and the surface of the lake quite smooth. The water would rise with great rapidity by successive little swells for fifteen or twenty minutes, remain stationary for a short time, then fall with the same rapid, silent, imperceptible manner. This occurred five or six times, and then remained stationary at the lowest ebb until a gale in the afternoon came up after which it found its normal condition.

Shipments of oil to the seaboard by way of Erie canal, were begun in June, in canal boats in tow of tugs. The experiment was closely watched by oil men. While it did not prove the best or most economical means of transfer, a great quantity of oil has passed through the canal since that date.

The schooner Jamaica, Captain David Bothwell, which sailed from Milwaukee on the 15th of June, was caught in a whirlwind or tornado on Lake Huron and immediately capsized. The crew clung to the vessel until a small boat from the schooner Starlight went to their rescue. The Starlight met the same kind of accident a year or two before at that same place. The cook, Eliza Weatherhead, who had not time to get on deck, was drowned. She was a widow from Hannibal, New York, and left two children. The Jamaica came out in 1867, was 318 tons burden, and was owned by M. M. Wheeler, of Oswego.

The steam tug Addie, while lying at her wharf in the harbor of Buffalo in June, caught fire from some unknown cause, and was damaged to the amount of about $500.

THE WITCH'S FATE.

A CRUEL PREJUDICE OF OLD TIMES MORE THAN EQUALED NOW.

Not many decades ago in this country, the people were excited over witchcraft. Persons suspected were thrown into the water; if not witches, they would drown; if they were witches, they would swim ashore, and would be put to death! In any event, they were doomed!

Not many years ago if a person were taken sick with advanced disorder of the kidneys, the physician would pronounce the disease Bright's disease, and when so declared, he regarded his responsibility at an end, for medical authority admitted that the disease was incurable.

When the physician found a patient thus afflicted, he would say, "Oh, a slight attack of the kidneys; will be all right in a little while." He knew to the contrary. But if he could keep his patient on his hands for a few months, he knew he would derive a great revenue from his case, and then when the disease had progressed to a certain stage, he would state the facts and retire, exonerated from all blame.

But the error of supposing the disease incurable, has swayed the public mind, long after the fact has ceased to be. But public opinion has been educated to the true status of the case by those who have discounted the incurability theory, and the public recognizes and testifies to the fact that Warner's safe cure is a specific for this disease. This has been shown with thousands of testimonials.

Upon referring to them in our files we find that $5,000 reward will be given to any one who can prove that so far as the manufacturers know they are not genuine, and that hundreds of thousands similar in character could be published, if it were necessary.

This condition of things is very amusing to the journalist, who looks upon all sides of every question. Proof should be accepted by all, but prejudice fights proof for many years. It seems strange that when a proprietary medicine is doing the good that Warner's safe cure is, that the physicians do not publicly indorse it. Many of them, we are told, privately prescribe it, as it is sold by dealers in every part of the country.

A few years ago, as stated, when a man had Bright's disease, the doctor boldly announced it, because he thought it relieved him of responsibility.

To-day when prominent people are dying—and hundreds of thousands of common people die of the same disease—we are told that doctors disguise the fact that it is Bright's disease of the kidneys and say that they die of paralysis, of apoplexy, of pneumonia, of consumption, of general debility, of rheumatism, of heart disease, of blood poisoning, or some other of the names of the direct effects of kidney disease. They are not the real disease itself.

We sometimes wonder if they avoid stating the real cause of disease for fear they will drive the public into patronage of the only scientific proprietary specific for kidney diseases and the thousand and one diseases that originate in inactive kidneys.

We do not believe every advertisement we read. Some people perhaps may regard this article as an advertisement and will not believe it, but we are candid enough to say that we believe the parties above mentioned have stated their case and proved it, and under such circumstances the public is unwise if it is longer influenced by adverse prejudice.

GENERAL AND NAUTICAL.

Contracts for winter storage of grain expired on the 15th inst.

The steambarge Lillian, Captain L. A. Hunt, is nearly ready to launch at Lorain. She is a rebuild of the Richard Martini, making a fine steambarge with the tug S. S. Stone's machinery.

Secretary Whitney has awarded to the Bethlehem Iron Works Co., of Pennsylvania, the contracts for furnishing about 1,400 tons of steel gun forgings and 4,500 tons of steel armor plates, at a total cost of $4,512,938.

The navy department has received information that the trial trip of the United States steamer Atlanta was entirely successful. An average speed of 15½ knots an hour was maintained throughout the trip. The speed at times exceeded 16 knots.

The yachts Coronet and Dauntless met with most tempestuous weather, but by pouring oil upon the seas, they escaped with comparatively little damage. Every day brings more testimony in favor of oil as a means of quelling the violence of heavy waves.

The Union Steamboat Co., is still increasing its carrying capacity by the lease of outside boats. The three Wabash line propellers, leased some time ago, do not appear to be sufficient, and the propellers Nebraska and Russia have been secured for the season.

The launching of the tug Willie Brown on Thursday, at Saginaw, was attended with a scene that was not on the programme. When she went off the ways, her stern struck the bottom, resulting in the tug capsizing and filling with water. The fire tug pumped her out.

The owners of the tugs engaged in towing in the Welland canal held a meeting there last week, and decided to run in association the same as last year. The rates for towing were fixed at 18c per ton on all five hundred ton vessels and under; when over five hundred tons a reduction of 8c a ton on each ton over five hundred.

The Thunder Bay Island life saving crew went into commission on Monday the 18th. The crew is as follows: Captain, J. D. Pearson; surfmen, David Spaulding, Henry McQuade, Peter Caughlin, Frank Case, James H. Irving, Murdock McGregor, John Roy and William McDonald.

An old north sea skipper, who was asked to buy a parcel of life-belts for his vessel's use, waxed eloquent in the sublimity of his contemt. "Take 'em away," said the old salt; "don't let me see such long-shore rubbish on my decks. I don't want no life-belts, nor no smelling-salts, nor no eau de-Cologne, nor no feeding-bottles or fans aboard of me. Them as sails in my ship has got to stick to her as I do; and if she goes down, why I expects them in duty bound to go along with her."

An interesting marine case was on trial in Judge Altgeld's court, Chicago, recently. November 19, 1885, the owners of the tug Alice T. Getty made application to the Continental Insurance Co., for a policy. Early the following morning the tug was wrecked at Pentwater. At 3 o'clock in the afternoon, several hours after the tug went ashore, Captain Prindiville, agent of the Continental, received a telegram from the owners asking if the risk had been accepted. Captain Prindiville not knowing that the tug was a wreck, replied in the affirmative. When the facts became known the company refused to pay the insurance, and the owners of the tug have brought suit to compel payment.

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We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

We purpose building Iron and Steel Vessels of all descriptions, Marine and Stationary Engines and Boilers, Blowing Engines, Steam Helve-Hammers and such other work as our large assortment of patterns eminently qualify us to build, at a minimum price.

Your patronage is solicited, and we trust that the excellence of our work, with fair dealing and strict attention to business, will secure its continuance.

Yours Truly,

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BUILDERS OF

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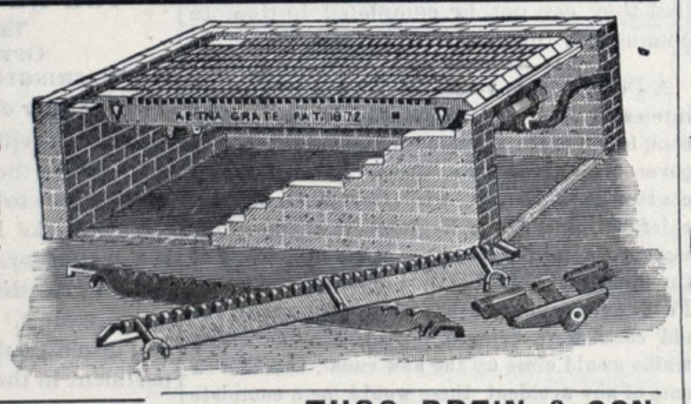

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Commencing Sunday, Nov. 14 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 NOON
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper and dining car daily on No. 10, leaving Cleveland at 12 noon; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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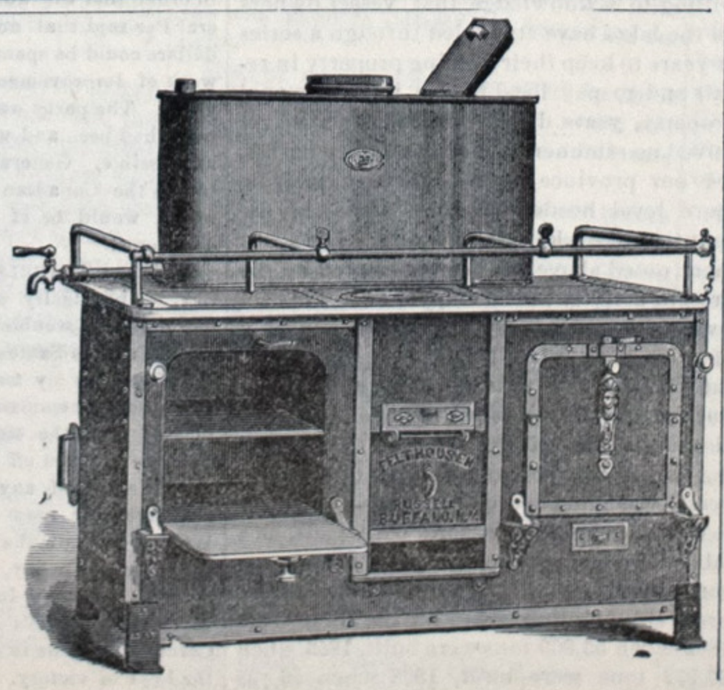

Marine Record.

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A. A. POMEROY, EDITOR AND PROP'

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DETROIT, MICH.—N. F. Stewart, Ft. of Woodward Av.

DULUTH, MINN.—C. F. Johnson, 323 West Superior Street.

MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

SARNIA, ONT.—D. McMasters.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, APRIL 21.

THE LONG AND SHORT OF IT.

It has been a number of years since Congressman Reagan introduced his interstate commerce bill in the house of representatives, and it has come up year after year and been defeated each time by railroad influence. This is self evident. The railroad magnates, believing that it was soon to become dangerous to their interests, had framed a measure as a compromise which, if passed, would rob inter-state commerce legislation of its sting. That is, Mr. Cullom introduced a substitute for the Reagan bill, which virtually places the commerce of the country in the hands of the railroad lines. As we understood the question, a bill legislating against discrimination and abuses was aimed at by Representative Reagan. In its stead a bill was passed which, on its face, is a measure paying a premium for discrimination. In fact, the bill itself is a discriminating one. It gives a commission federal power, the power of the government, and tells that commission that it is expected to discriminate. There can now be no shadow of a doubt that it was conceived and passed in the interest of the railroads, and that the influence of railroads secured its passage. If the magnates of the railroads had seen the justice in it that was known to exist in the Reagan bill it would never have become a law; it would have been relegated to the shades.

We have had occasion at different times to comment on the measure and its probable working, under the interpretation of a commission with full power, and so long ago as January, 1886, the MARINE RECORD stated that the force of the measure, especially the long and short haul clause, would be annulled in case a commission was permitted to interpret the meaning of the act. The recent decision of Judge Deady, and the views of the commission regarding the concessions that should be allowed railroads where they have water competition but confirms opinions published in these columns. The following extracts, published since the law went into effect, cover the ground:

Whether any other court will hold to this opinion, says the Buffalo Express, remains to be seen, but if judicial construction shall be generally of this character, it is difficult to see why almost any railroad in the country cannot ask and receive relief from the provisions of the act. It may not be technically true that the carrying of goods from Oregon points to San Francisco by the route named is inter-state commerce, but it practically amounts to that whether the agreement is formal or only accidental and independent on the part of the two companies. Of course there is a first basis for this decision in the circumstance of land and water combination, but that would seem to hardly cover the whole case if the act means anything, which many are beginning to doubt.

To go a little further into the subject, we find a very interesting exegesis of the inter-state commerce law in a little book by John R. dos Passos of New York, who gives an exhaustive critical analysis of the statute, with special prominence to the peculiar and vexing provisions of the famous section four—the one that comprises the long and short haul clause. It is claimed that the section creates a very novel precedent in American legislation, for the principle that underlies the making of all laws, especially of a penal character, viz, that they are fixed and immutable rules of government for the subjects of a country, is departed from, and the law can be relaxed at the will of the commission. The commission, therefore, is clothed with extraordinary power of rendering nugatory a penal act, by prescribing the extent to which a common carrier may be relieved from its operation. Whether the congress of the United States has the right to delegate its powers under the constitution to a quasi-judicial body—the railroad commission—is very likely one of the things which the courts must soon pass upon.

There is a natural hesitancy on the part of New York westbound shippers, by lake and canals, to contract ahead pending a more definite interpretation of the long-and-short-haul clause by the inter-state commerce commission. At present, canal forwarders have only loaded about 60 boats, at an average rate of 80 cents wharfage paid, and these have started up the Hudson river ready to enter the first lock of the Erie canal at Troy, as soon as the commissioner of public works fills the levels and declares navigation open. Most of the up freight consists of iron and cement. The boatmen, as far as can be ascertained, will be able to obtain a six cent rate on wheat from Buffalo on May 1st.

Grain is accumulating in large volume at the lake ports, and Buffalo receivers confidently expect that they will be able to tax the full capacity of the canals during the coming season. What rate the railroads will make on grain from Chicago and other western points to New York is not at present certain; but among the shippers by the water routes, a cheerful confidence prevails; for inasmuch as the railroads cannot, under the new law, offer special inducements in the shape of rebates for the purpose of preventing shippers from patronizing the canals, it is believed that the latter's grain traffic will be considerably increased. While we trust, however, that the friends of the water routes may enjoy all the advantages which honest competition may give them, the fact must not be overlooked that the railroad managers are not debarred from combining upon a minimum rate which, in case of an influx of grain from the west, may induce them to carry grain at a price very close to that charged by the water routes. We notice, however, that lake tonnage has increased considerably, and that there is a probability that, for some time at least after navigation opens, all of it will be fully occupied. So too with the Erie-canal-boats; many new ones have been built during the past winter, the mule and the tow-path are gradually but surely giving way to steam, and a horse-boat in the course of a few years will be a rarity on the Erie. The Champlain and the Oswego canals are also preparing for a good season, and the boatmen, it would seem, are likely to receive a living rate for several trips at least. It is probable that the canals will open soon after May 1st. The Hudson is now tolerably clear of ice, and a large number of boats are now leaving their wintering basins in New York, Brooklyn, and Jersey without any freight aboard, so that they can make the passage to Buffalo as soon as possible, and thus secure the advantage of the highest freight that will be offered there.

We observe that the Buffalo Exchange has already adopted precautionary measures against possible irregularities in the weighing of grain, and it is possible that the carriers of the cargoes shipped over the Erie will have little cause to complain of shortages when they arrive at the discharging port. Though the terminal charges at both ends of the route have not yet been reduced, still, all things considered, there is no reason to fear that the water routes and those who navigate them will not enjoy a fair and profitable business for the next seven months.

LAKE SHIPBUILDING.

It has been said by the daily press that the prospects for a profitable season on the lakes has turned lake vessel owners daft; that they are crazy and have gone into shipbuilding without wisdom or reason. It is unnecessary to say that such is not the case. While we are willing to acknowledge that vessel owners on the lakes have struggled through a series of years to keep their floating property in repair and to pay local tax on it as personal property, years during which they have received no remuneration for necessary outlay, it is our province to insist that there is no more level headed business men in the country than lake vessel owners. The statement noted above has been prompted by the present activity in the shipyards. This activity, however, is not a result of any kind of craze, but is a legitimate provision against the demand for tonnage that will be felt during the season about to open. It has also been said that the tonnage now building exceeds that of any year since the first vessel was launched on the lakes. Neither is this statement in accord with facts, as a table compiled by Captain Jarvis Patten, ex-commissioner of navigation, shows. The great shipbuilding years on the lakes were 1862 when 53,800 tons were built, 1863 when 67,972 tons were built, 1868 when 56,798 tons were built, then came 1873 with 92,440 tons, 1874 with 91,986 tons, 1881 with 73,504 tons, 1882 with 58,369 tons, the intermediate years' produce of tonnage ranging between 8,900 in 1877 to 28,000 tons.

Name.	Keel	Over all.	Bem	Dpth	Capacity.
BUFFALO.					
Owego*	335	352	....	....	3,500
R. Mills yard	210	225	35		1,600
CLEVELAND.					
Wadena	210	218	37	16	1,600
Cambria*	280	297	39	24	000
Chas. J. Sheffield*	260	276	37	23	2,400
Ira H. Owen*	262	272	38	23	2,700
Wiley M. Egan	250	268	39	21	1,800
Bradley-Grover	256	270	40	22	2,000
Horace A. Tuttle	250	265	39	19	1,700
Samuel Mather	245	258	40	20	1,600
Robert Rhodes	245	258	40	20	1,600
Massoula	270	285	40	22	2,000
For Corrigan et at	287	305	40	24	2,600
DETROIT					
Toledo Marine C	....	80	16	7½	100
Not named	174	185	34	12	1,000
R. P. Fitzgerald	262	278	40	21	1,100
Manhattan	260	275	38	21	1,800
D. & A. Trans. Co.	250	265	38½	22	1,800
Lansing	250	265	41	21½	2,000
For E. M. Peck et al†	250	266	41	21	1,800
F. & P. M. No 3	200	...	31	14	1,100
MARINE CITY.					
Louisiana	280	....	....	....	2,200
TRENTON.					
Ager, Smith & Co.	205	...	36	20	1,400
" " "	205	..	36	20	1,400
ST. CLAIR.					
Caliyuga	270	88	40	25	200
MT. CLEMENS.					
Tonawanda B. Line	187	196	33	12	1,100
Not named	87	95	27	6	150
WEST BAY CITY					
wick S. & F.	270	285	40	22	2,000
ilson	270	285	40	22	2,000
Whitney	270	285	40	22	2,000
Corrigan et al.	302	317	40	24	2,600
Not named	302	317	40	24	2,600
MILWAUKEE.					
Mammoth	325	340	41	25	3,000
Roswell P. Flower	264	280	38	19	1,800
Amboy	200	215	34½	19	1,400
GRAND HAVEN.					
Not named	128	138	24	8	500
Not named	....	125	28	10	480

*Steel, †Composite.

A table of number and cost of vessels to compete for this season's trade has been printed by some of our contemporaries in connection with the statement that vessel men were going crazy over the prospects of large earnings by their property, but the exhibit has been greatly magnified. The table given above, does not give any tonnage except large freight carriers and passenger boats and may be relied on as being in the main correct, although we have been compelled to approximate carrying capacity. We can not designate the trade some of the boats named will enter, but we may say that 32,100 of this tonnage will go into the ore trade, 5,900 tons in the lumber trade, 5,350 in the passenger business, and the balance of the new tonnage 22,850 in the grain trade. This article does not include a number of vessels now under contract for the reason that they can not be completed in time to compete for this season's business.

A DOZEN large vessel owners and gentlemen interested in a commercial way in the speedy completion of the proposed improvements by the government at Sault ste. Marie, Tuesday, had a conference in Detroit, with General O. M. Poe, chief of United States Engineer in charge of the work. Captain McDougall, of Duluth, spoke of the importance of speedily improving the canal. Fears were expressed that while the locks in the old canal were being replaced, the increasing traffic would close up the new canal, and that in case of any accident there would be a complete stoppage of the great water way for an indefinite period. General Poe exhibited his plans for the improvement and explained them to the satisfaction of the visitors, allaying their fears to a great extent. Captain McDougall said it had been suggested that a mass meeting be held at the Sault next July, of representative shipping men and merchants for the purpose of urging congress to make at the next session a large appropriation in order that the work might be pushed. General Poe said that not more than half a million dollars could be spent in one year, and that the work of improvements will occupy five or six years. The party went away satisfied that the work had been and was being pushed as rapidly as possible. General Poe said that the canal which the Canadian Government was going to build, would be of very great service to our commerce.

CAPTAIN SAMUELS, who arrived here last Friday, emphatically denies the story that there had been any trouble between Mr. Colt and himself. Captain Samuels says: "Mr. Colt did not interfere with my management of the yacht. I had absolute command, and sailed her just as I pleased from the time we left New York Bay until we arrived off Roche's Point. There was no ill-feeling of any kind between any of the passengers or crew during or after the race. When I saw how the Coronet ran away from us going out of the bay, I feared that we would be left, but I did not lose hope. It was not until we reached Roche's Point and learned that the Coronet had gone in ahead of us, that I gave up the hope of victory. The Coronet proved herself a more weatherly yacht than I thought she was. The reason we failed to win is simply because the Coronet is a larger and better boat and outsailed us. We were fairly and squarely beaten." He confirms the report that the Dauntless made her phenomenal day's run of 328 miles the day before she reached Queenstown.—Nautical Gazette.

LAUNCH OF THE HORACE A. TUTTLE.

At the Cleveland Drydock Co.'s yard this afternoon at 3, the fine steamer Horace A. Tuttle was launched. When it is remembered that such fine ones as the Republic Iron Mining Co.'s boats have dropped into Presley's slip from this yard it will not be necessary to say that the Tuttle is one of the best built boats on the lakes. The mechanical supervision of the work on the Tuttle has been done by Mr. Frank Quelos, one of Cleveland's oldest shipbuilders. The launch was attended with much satisfaction by a great number of people, and although the steamer had quite a height to jump from and but a limited slip to right herself in no accident occurred to mar the pleasure of the day.

The Horace A. Tuttle has dimensions as follows: Length of keel 250 feet, over all 265 feet, beam 38 feet 8 inches, depth of hold 19 feet. She is a double decker, the lower hold being 13 feet and the upper 7 feet 8 inches; with wooden arches. Her outside planking is 7 inches and she is extra strong fastened. Her keelsons, main, sister and riders, are 16 and 14 inches, respectively.

Her machinery is fore and aft compound 28 and 50 by 42 inch stroke, and was built by the Globe Iron Works Co., as were also the boilers.

Mr. Presley has looked very closely after the details in the construction of the Tuttle, and it is safe to say that she will prove herself one of the staunchest vessels ever turned out from any shipyard, and being, probably, Mr. Presley's last addition to the lake fleet, she will be a good work to leave behind him for the reasons already given.

The outfit of the H. A. Tuttle will be furnished by Grover & Son, and will include modern conveniences such as Globe steam steerer, steam windlass, etc. The popular iron merchants, Messrs. Bassett & Presley, furnished the iron, nails and spike, and Ward & Jackson the iron work. The joiner work was done by J. Denney and the small boats were made by Laughlan.

The H. A. Tuttle will go into the Lake Superior ore and grain trade and will carry about 2000 tons. She will be commanded by Captain John C. Thompson, for five years master of the steamer V. Swain, and Charles Gumlich will be engineer, and he has provided her with Katzenstein's metallic packing, which, by the way, is coming into general use on the lakes, all of the new steamers launched and to be launched at this port having had it put in.

THE NEW STEERING RULE.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., April 15, 1887.

To the Editor of the Marine Record:

SIR: In reply to your letter of the 12th inst. I have the honor to enclose a copy of a letter sent to each of the collectors of customs on Lake Erie and the upper lakes, in the matter of the enforcement of Sec. 24, Rule V, relating to the manner of steering steam vessels, which letter explains itself, and discloses all the action taken by this department in the matter of said rule.

C. S. FAIRCHILD, Secretary.

[Copy.]

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C. March 29, 1887.

The Collector of Customs, Cleveland, O.:

SIR: In case of complaints against steam vessels arriving and departing from ports in your district, for failure to comply with Sec. 24, Rule 5, of the rules and regulations of the board of supervising inspectors of steam vessels, as published in department circular, No. 14, dated February 11, 1887, copy enclosed, relating to the method of reeving steering wheel chains, you will, before levying penalties therefor, or detaining the steamer under bonds, report all the facts in each case to the department, and await its instructions before taking further action.

Respectfullly yours,

(Signed) C. S. FAIRCHILD,
Acting Secretary.

PROPOSALS FOR CONSTRUCTION PARAPET WALL.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE,
CLEVELAND, O., April 12th, 1887.

SEALED PROPOSALS, in duplicate, will be received at this office until 11 o'clock a. m. on Tuesday, the 10th day of May next, at which time they will be opened in presence of bidders, for constructing 4500 lineal feet, more or less, of Parapet Wall on West Breakwater at Cleveland, Ohio.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any and all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $30,000.

L. COOPER OVERMAN,
Major of Engineers.

[*Around the Lakes Continued from 1st Page.*]

THE STRAITS.

Special to the Marine Record.

The weather for the past week has been very unfavorable for opening the straits. Cold, raw winds have blown most of the time, and the ice has rotted very slowly. Here in the narrows where there is a current, the ice is getting pretty well worn out, and to-night, (the 18th), it is beginning to weaken. A good wind would break it up badly in this vicinity. Above McGulpin's light the ice is white and very solid, and with ordinary weather it will be the last of the month before boats can get through it. The south channel is still solid, and it will probably be a week or ten days before it breaks up. The Algomah broke a channel to Mackinac island last Friday, and since then she has been making daily trips. Captain Boynton says they broke through ice two feet thick and as solid as at any time during the winter. Weather clear with cold nights. STIMPSON.

PORT HURON.

Special to the Marine Record.

The steamer Idlewild began to make her regular trips between this port and Detroit on the 18th.

The steambarge Oscoda was the first boat to arrive down from Lake Huron ports. Captain Sinclair says that there is lots of ice in the lake, but it is very soft.

Captain J. J. Ra lon, of Crosby & Rardon, marine insurance, hicago, is in the city on business.

The steamer Albert J. Wright will run between this port and Port Hope.

The tug Colton arrived from Toledo with the schooner Monguagon, loaded with coal for Campfield & Co.

John Spry, of the Spry Lumber Co., of Chicago, is in this city, looking after the steambarge H. S. Hubbell. Captain G. W. Flood, formerly of the steambarge Fayette, will command her this season. He left for Buffalo Tuesday night to look after the fitting out of the J. F. Johnson. They will go in the Lake Michigan lumber trade.

Captain Wilson, formerly of the steambarge Pacific, will sail the schooner Marengo this season. He arrived in town Tuesday.

The steambarge Bay City is in Dunford & Alverson's drydock for repairs. The barge John Hannaford has received new decks, mast and deck beams at the same yard.

The steambarge Raleigh loaded grain at Sanborn's elevator and cleared for Buffalo Sunday.

Captain Neal, formerly of the Yosemite, will command the B. W. Arnold this season.

The ice tug Merrick will tow through the rivers this season.

The schooner Azov will go into the Wolverine drydock for repairs.

Tug Metamora and barge are ready for sea, and will start just as soon as the weather permits.

The tug J. A. Crawford received her new boiler and cleared for Toledo.

Captain Fred Houghton arrived in this city on Wednesday, and is fitting out his schooner, the J. I. Case.

Captain Wm. Bolstec will go in the Waldo A. Avery this season.

Captain James Moffatt will manage the ferry line of harbor tugs this season.

Captain Boilen, formerly of Cleveland, will establish a coal dock at Fitzgerald's old stand.

Captain Jim Kerwin will command the schooner Sligo this season.

Captain Wm. J. Lynn left for Duluth Wednesday and will bring the tug Mollie Spencer to this port.

Mr. Robert Holland, of Marine City, was in this city this week. He says that he will build a large steamship this summer at Marine City.

The steamer Hiawatha will be placed on the ferry run next week. JONES.

ALPENA.

Special to the Marine Record.

The Alpena appointments are as follows: Steamers, Garden City, Captain A. Shaffer; Eli Bowen engineer; S. C. Hall, Captain H. Richardson; Charles Cussion engineer; Fred McBrier, Captain D. Clary; Westford, Captain John Winn; Golden Eagle, Captain A. E. Persons; H. Carter engineer; Remora, Captain A. Randall; T. J. McFee engineer.

Tugs, A. Sumner, Captain John Donor; E. A. Salisbury engineer; Effie L., Captain Thomas Lillis; Arthur Irwin engineer; Ralph, Captain C. A. Richardson; David Thompson engineer; Geo. W. Sigison, Captain Grant; Byron Persons engineer; J. W. Westcott, Captain Geo. A. House; J. A. Hartman engineer; Seawing, Captain C. F. Purdy; D. Smith engineer; Grading, Captain Sam Bigold; J. Bowen engineer; Angler, Captain O. Hurket; R. Urile engineer; Fisherman, Captain Sam Garvin; R. J. Hate engineer; Wayne Isabel, Captain D. Flu engineer; Geo. W. Fisher, Captain J. Patrick; H. Mason engineer.

Tow barges, Michigan, Captain H. G. Hamilton; Sam Flint, Captain Foster; Chas. Hinckley, Captain Harry Morey; Edwin Harmon, Captain Wm. Fowler; Russia, Captain James Hamilton; S. H. Lathrop, Captain Ed Henderson; Light Guard, Captain Thomas Stevens; Monitor, captain unknown; Groton, Captain Charles Hanson.

Schooner R. T. Lambert, Captain F. D. Sharpsteer.

Thunder Bay is solid yet. The steamer Atlantic has been stuck in the ice since last Wednesday morning. The tug Effie L. was trying to break the ice out to her, on Tuesday, but up till night had failed; hoped to reach her Wednesday. She is out about four miles.

The river here is all open. No ice to be seen outside of Middle or Thunder Bay island. The lake seems to be clear of ice to the straits. C.

OSWEGO.

Special to the Marine Record.

The schooner Maria Annette, which was the first arrival at this port, takes coal to Port Hope from the D. L. & W. trestles. Two regular coal trains are arriving daily on the D. L. & W.

Sodus Point, N. Y., has been established as a display station in Oswego section. Mr. M. M. Farrell will act as the display man. Storm signals, similar to those displayed at Cape Vincent and North Fair Haven, will be displayed at Sodus Point.

The schooner Speedwell, Captain J. Ewart, arrived from Charlotte, to go on drydock, she having been ashore. She will have a general overhauling.

The wrecking company are making preparations to go to the wrecked schoon Comanche, ashore on Point Peninsula. e tug Ferris, with scow, will leave as soo as the weather permits. The hull will be rought here for repairs.

The Tug Association this year will comprise the tugs Charley Ferris, John Navagh, M. J. Cummings, E. E. Frost, W. Avery, and May Queen. The association expect to do better this season than they did last, as they have less tugs, two having been sold.

Navigation here is on the increase and in a few days will be booming. There is some ice in the bay, and at Kingston yet but the rest of the lake is open since my last.

The tug Florence Gates, of Charlotte, Captain Barney, is here on Goble's drydock, having her stern bearing tightened and a few repairs. The schooner Speedwell arrived here last week and had a few repairs and loaded coal for Hamilton.

The steambarge Van Allen, is also at drydock being overhauled, her engine be ing fitted up and general repairs. When she comes out again will be in first class shape.

The life savers are on duty.

The schooner Garibaldi left for Port Hope light at two o'clock.

Captain J. D. Hourigan left for Buffalo to take charge of the steamer Arctic.

The schooner Gold Hunter, takes coal for Hamilton and the Vienna for Oshawa from the D. L. & W. trestle.

Captain John Molther left for Ogdensburg to fit out the schooner Nassau, Mate Gilbert Smith accompanied him.

The tug Wm. Proctor, Captain Fitzgerald's, arrived here on the 18th, from the ferry, with the barges Mills and Sherman, schooner J. R. Noyes, and left for Charlotte, with the barges Mills, Sherman, Wheeler and Black Diamond. They will load coal there for Ogdensburg. The Noyes stopped here. The Proctor took up a large hawser from here and diver Thos. Bates will try and get the barge Bolivia, which went ashore just above Charlotte last fall. Captain P. Fleming who for many years was on the tug Seymour, is mate on the Proctor.

It is quite busy along the docks, the merry ring of the calkers mallet is heard and the merry music of the sailors fitting out, gives life to everything. Our yacht men are also getting their boats out and we will soon see them enjoying the gentle breeze of spring.

A new boat truck was received at the life saving station on the 15th. It is of a new construction and renders the transportation of boats from place to place much more easy.

The steam yacht Island Chief, of Charlotte, arrived here April 18. She will go on Goble's drydock for repairs.

Captain Steve Murphy leaves April 19, for Buffalo, where he goes as mate of the steamer Oceanica.

Sailors wages are $2 per day.

Captain John VanAlstine, has adjourned court, and gone to Ogdensburg, to fit out the schooner Wm. J. Preston. L.

ERIE.

The schooner Riverside, of Toledo, arrived here Saturday with a cargo of wheat and was the first arrival of the season. Her cargo was unlo ed and she will sail for Toledo.

The ligh ing struck the schooner Joseph Paige S urday and took off two feet of her main p mast.

T re is no ice at this port and no further trouble is anticipated from that source.

The master of the schooner F. W. Gifford reports the charter of that boat Friday for coal and ore between Erie and Escanaba. His figures are 65 cents for coal up and $1.40 for iron ore back. The schooner Anna P. Grover took clearance papers Friday for Detroit with hard coal.

Captain D. P. Hodgson, U. S. N., has been ordered from the command of the revenue cutter Perry to the school ship Chase, New Bedford, Mass. Lieutenant Simms will take command temporarily.

DETROIT.

Special to the Marine Record.

A. H. Mills, has opened his tug office at No. 8 Woodward avenue, and will be assisted by his son Andrew A. Mills and Austin Rising. He will run three tugs in the fleet, the Marion Teller, purchased last winter, and the tugs Dave and Mose and Shoo Fly. All have been put in shape for the season's work and will be ready at all hours to wreck, pump boilers and tow through Mr. Mills will run by himself this season and will in a month or so purchase a large tug. Captain Anthony Thorsau, will command the Shoo Fly, Captain Anthony Gurney, the Dave and Mose and all are in A1 condition. The telephone number is 508. Captains may telephone for a tug when down below. M.

MARINE CITY.

Special to the Marine Record.

The steambarge Oscoda passed down on Friday, with lumber from Oscoda to Cleveland, it being her first trip.

The J. C. Pringle has arrived from Port Huron, where she has had her machinery overhauled and repaired. She presents a fine appearance.

The George King has also arrived from Port Huron, where she has been during the winter, receiving a thorough rebuild, new mizzen mast, and new smoke stack. The King looks better than ever before. She will go in the ore trade this season. She cleared with the Teutonia for Toledo for coal to Port Huron.

The schooner A. J. Mowry has been sold to W. H. Horn; consideration, $4,000.

The Roy arrived up with the T. & S. T. Co.'s barges which she towed down some time ago, laden with salt.

The schooner Reindeer has been sold to Captain M. Anderson, of St. Clair; consideration, $1,600.

The steamer Idlewild, of the Star line, made her first trip up Saturday with a goodly number of passengers and a large amount of freight. She will leave Port Huron Monday morning for D troit, and return the same day. The managers have pared no pains in making the dlewild look fresh. The Darius Cole will run in connection with the Idlewild about the 1st of May.

The ice is running quite rapidly in the St. Clair river this week.

The J. S. Ruby has arrived with a cargo of coal from Ohio.

The Bay City moved out of Belle river, preparatory to going to Detroit.

The Ed Smith has been to Detroit and had her old wheel taken off and replaced with a new Trout wheel. Captain Mitchell says it is a dandy.

The steambarge Cottrell, Captain Phil Rice, has arrived here with his first cargo of coal. She had the misfortune to get hot while towing the Jane Ralston down, just above Stony Island. The Ralston drifted on the island and was so badly damaged that she was taken to Detroit and docked for repairs.

Most of our boys have departed for their respective boats, laid up at other ports, and we hope they will all return in the fall, safe and hearty.

McNiff & Son go to the Flats on or before the first of May to prepare for the location of their range lights for the season. There will be a red over a white range at Fish's dock to run down from the mill on Walpole island instead of a red over a white on one stake. They will keep masters and pilots informed of all obstructions that will prove detrimental to steamers and vessels. Should boats need their assistance the private whistle will be two long and two short blasts. They will keep the MARINE RECORD for sale again this season.

The Idlewild will not get to Detroit Monday, as expected, there being too much ice running.

The barges Boscobel and Marine City moved out of Belle river Monday. The Boscobel goes to Port Huron for repairs. The tug Roy made the transfers. BOB.

CHICAGO.

Special to the Marine Record.

Four of the Anchor line captains arrived here Wednesday to take charge of the vessels they have been appointed to command. Captain George Hogg of propeller Lehigh, Captain Patrick Riley of the propeller Conestoga, Captain C. H. Wilson of the propeller Alaska, Captain McCarthy of the barge Annie Sherwood. Engineers J. W. Swain of the Lehigh, Clark Donahue of the Conestoga, and Jerry Smith of the Alaska, have been here several weeks, fitting up the machinery.

The Vessel Owners' Mutual Benefit Association have appointed Captain Frank Higgie secretary of the association. Many new members have joined the past week.

Propeller N. K. Fairbanks and schooner Northwest were chartered on Monday for corn at 4½ cents to Buffalo.

Captain Robert Cowley arrived here last week from Lorain to take charge of his new command, the steamship Australasia. She is loaded with grain for Buffalo.

At Miller Bros.' drydock the scow Rockaway was in dock for some new outside plank and new transom; the steambarge Oswegatchie for a new wheel, rudder, and stock; the schooner Lizzie Doak for bottom calking; the schooner Kate Hinchman for a piece of new plank on her bottom; the propeller City of St. Joseph for fixing stern bearing, rudder, and recalking; schooner George L. Wren, loaded, to have a leak stopped; the steambarge M. Groh for a general overhauling: the steambarge George Dunbar has had her machinery taken out and is being converted into a tow barge; schooner Lottie Wolf has had her top sides calked; the tug J. V. Taylor is getting repairs done to damage occasioned by fire in her cabin last week; the propeller Vernon received two new tow posts; the steambarge Robert Holland is getting a new rudder; schooner Sunrise is receiving some necessary repairs; the schooner Bertie Calkins will have a new foremast, the steambarge Emma E. Thompson was in dock for calking and repairs.

C. Larsen, yacht and boat builder, is building for C. P. Willard & Co., Chicago, a twin screw steam launch, 40 feet over all, 8½ feet beam, 2 feet 8 inches deep; a steam launch, 35 feet over all, 7 feet beam, 3 feet 8 inches deep; a steam launch, 40 feet over all, 9½ feet beam, 4 feet deep; two steam launches, 33 feet over all, 7½ feet beam, 3 feet 8 inches deep, each.

The propeller City of St. Joseph arrived at this port last week and went into one of Miller Bros.' docks and had her rudder and stern bearing fixed and was recalked. She has had her upper cabin taken off, and has been chartered to carry iron ore from Escanaba to St. Joseph. Captain Alex Elton will retain command of her.

At the Chicago Drydock Co.'s docks the schooner Ellen Williams was in dock for general repairs; the steam canal boat San Pedro for calking; the tug Belle Chase for a new wheel; the propeller Henry Chisholm received some repairs; schooner Ely some calking; schooner Ida Keith some repairs; the schooner Melbourn a new cathead and general repairs; propeller Escanaba general repairs; the schooner Mary D. Ayer a general overhauling; the schooner Melvina some calking; the schooner Waukesha a new fore yard; the schooner Golden Fleece some calking.

The Goodrich Steamboat Co.'s steamers Muskegon and Sheboygan are making daily trips between Chicago and Manitowoc, calling at intermediate ports, leaving Chicago every evening at 7 p. m.; the steamer Corona is making tri-weekly trips, leaving Chicago Mondays, Wednesdays and Fridays for Grand Haven and Muskegon; the propeller Menominee is making tri-weekly trips, leaving Milwaukee Tuesdays, Thursdays and Saturdays for Manistee; their steamers Chicago, Ludington and Depere are at Manitowoc, being fitted out and will soon be running.

Captain W. W. Bates, manager of Inland Lloyd's Register, has arrived here, and has appointed Dan McLeod local surveyor of hulls, to succeed W. H. Rounds. Manager Bates has decided to remove all of the old surveyors and appoint men who are not only thoroughly acquainted with the construction and equipment of every class of lake vessel, but who can be relied upon to furnish impartial reports of vessels they are called upon to survey. It is his intention to do away with winter surveys and keep up a system of vessel inspection throughout the season. Whenever a vessel enters the drydock, it will be the duty of the local inspector to hold a survey, and send his written report to the manager. Local inspectors will also be required to keep a strict surveillance over all vessels in their districts, to report to managers all cases of overloading.

The Northern Michigan line of steamers, which run between this port and Cheboygan, Mich., will have the following officers:

Lawrence, George Thorpe master; Wm. Finucan, chief mate; Wm. Burns chief engineer; Harry Hall clerk; Wm. Plumsted steward.

Champlain, Ed Casey master; Ira Bishop chief mate; John McCaffrey chief engineer; Henry Brennan clerk; Martin Bean steward.

The Lawrence left here on her first trip of the season on the evening of the 13th, with passengers and freight for Milwaukee, Frankfort and Manistique. The Champlain is at Milwaukee being fitted out and will be ready to take her place on the route as soon as the Straits are open.

The V. O. T. Co.'s tugs will be managed as last season by Superintendent George D. Kirkham, and will be commanded by the following captains:

Tugs A. G. Van Schaick, Captain Geo. H. Jewell; Rebel, Captain Jas. Barry; Satisfaction, Captain Frank S. Butler; Black Ball, No. 2, Captain James Inman; E. P. Ferry, Captain Geo. McDonald; Protection, Captain Wm. Smith; Union, Captain Fay Wyman; M. Shields, Captain Robert Houck; A. A. Carpenter, Captain Patrick Hart; Thomas Hood, Captain Richard Brewer; J. V. Taylor, Captain Charles Muzzy.

The Dunham Towing and Wrecking Co.'s tugs will be commanded as follows:

Tugs J. T. Morford, Captain Chas. Roach; G. W. Gardner, Captain Albert C. Johnson; A. Mosher, Captain John Ferguson; A. Miller, Captain James Shea; W. L. Ewing, Captain Patrick Gorman; Robbie Dunham, Captain Thomas Johnson; J. C. Ingram, Captain Mowat Huntly. Captains not yet appointed for the Uncle Sam and F. Thielcke.

Captain J. S. Dunham's schooners will be commanded as follows:

Pensaukee, Captain Wm. Griffin; Lottie Wolf, Captain H. J. Hatch; A. Mosher, Captain Peter Johanson; Moses Gage, Captain John Sullivan.

M. I. Wilcox, shipchandler, of Toledo, was in Chicago last week visiting his friends.

James Rourke, of Cleveland, was in the city a few days since to look over the schooner Golden Fleece, recently purchased by him and Mr. Duffy. She is loaded with 31,000 bushels of corn for Buffalo at 5 cents, and Captain Joseph Church will command her.

The Lake Michigan and Lake Superior Transportation Co.'s fleet have all been put in good repair, painted and renovated. The steamer City of Fremont, which runs on the south shore of Lake Superor, between Portage Lake and Duluth, has been in one of the Chicago Drydock Co.'s docks and received very large repairs, comprising four extra heavy keelsons on each side of main keelson, new main deck, new deck beams where requisite, her iron sheathing taken off and replaced by new, and recalked all over. Her boilers have been raised and given new water bottoms; she has also received a new cylinder, crank pin, connecting rod, steam chest, valves, etc., and all repairs necessary to put her in excellent shape for her season's work. The company's fine fleet will have the following officers:

City of Duluth, Lyman Hunt master; Chas. C. Morey clerk; Frank McQuillen steward; Henry Clark chief engineer.

Peerless, Allan McIntyre master; Jas. J. Hogan clerk; Robert McKinney steward; Wm. Conley chief engineer.

Jay Gould, E. M. Smith master; Charles Rossman clerk James Shaw steward; Jos. Quinn chief engineer.

Joseph L. Hurd, John M. Twitchell master; John Murray clerk; T. F. Healy steward; Wm. Lelande, chief engineer.

City of Fremont, H. C. Page master; H. J. Seaton clerk; E. M. Bassett steward; S. W. Armstrong chief engineer.

Bessemer, Wm. Chamberlain master; M. Downer chief engineer. Barge Guiding Star, L. C. Cole. The Bessemer and Guiding Star will carry iron ore until the fall, when they will carry freight for their owners.

WILLIAMS.

Captain Hugh Glenn, who recently sold his interest in the schooner Alice B. Norris to Captain Shaw and Daniel T. Helm, has bought the schooner E. J. McVea from O. S. Richardson for $7,000.

The propeller Veronica was chartered to come here from Milwaukee and load corn for Buffalo, and the schooner Angus Smith to load wheat at South Chicago. The C. J. Kershaw, which arrived from Milwaukee loaded 57,000 bushels of corn for Buffalo. The rate is 5c. R. P. Fitzgerald, the Milwaukee vessel agent, who was here states that shippers could not expect to get much tonnage from that port, as nearly all of the vessels there are under contract to go for ore as soon as the ice breaks up. This ought to stiffen the grain freight market and encourage carriers to hold out.

The schooner Fanny Neil, 428 tons, was purchased by Anson A. Bigelow of George L. Colwell for $17,000.

MUSKEGON.

Special to the Marine Record.

The steambarge Maud Preston, made us a call on the 6th of this month and left the next day going north.

Mrs. White has moved her custom house, which was in Blufftown, to the mouth of the river in the tug office, where she will be found when wanted.

On the 11th, the steambarge Emma E. Thompson, left here with the first load of lumber for Chicago and she left the little lake open for all.

T.

RULES OF THE POOL.

In connection with the pool tariff, printed last week, the following rules will be of interest:

Deduct 1 per cent for harbor tugs, with lake privileges, to the extent of twenty miles.

For wrecking privileges on tugs, add 1 per cent.

When full wrecking privilege is not desired, policies may be indorsed permitted to wreck for ¼ per cent additional for each service rendered to October 1st, and thereafter at ½ per cent for each service rendered.

For yearly policies add ½ per cent to above rates.

For agreement to make loss or damage by fire, to be settled under conditions of ordinary fire policy, add 50 cents for the season with the usual deductions for months expired.

RULES.

No allowance or deduction shall be allowed for portions of months expired, except as below noted, and there shall be no suspension of the policy or rebate allowed for vessels lying up during the life of the policy.

Deduct for excepted fire risk on steam craft *pro rata* of 1 per cent per annum.

Deduct for total loss and general average only, steam 10 per cent, sail 20 per cent.

Deduct for total loss (actual and constructive only), 30 per cent.

These last deductions to be made after deducting for fire risk if excepted.

Not more than six months' credit on premiums, and all notes to mature on or before November 1st on season risks.

Discount for cash at the rate of 6 per cent per annum.

Iron vessels may be insured with a stipulation on the face of the policy that the deduction of one-third new for old shall be waived so far as it relates to iron parts proper.

Extensions—Five days from November 30th. Rate, 20 per cent of the season rate. Second, double the first.

The classification of Inland Lloyds 1886 Register to govern as to class and value. Value in policy not to be less than 80 per cent of valuation in Register, and not to exceed Register valuation with 10 per cent added thereto.

DEDUCTIONS.

For risks not attaching until April 15, 5 per cent of season rate.

For April expired, 10 per cent of season rate.

For May expired, 15 per cent of season rate.

For May and June, 20 per cent of season rate.

For May, June and July, 25 per cent of season rate.

For May, June, July, and August, 30 per cent of season rate.

For May, June, July, August, and September, 40 per cent of season rate.

For May, June, July, August, September, and October, 55 per cent of season rate.

(No deduction for partially expired months.)

CANCELLATIONS.

May having expired, return 70 per cent of season rate.

May and June 60 per cent of season rate.

May, June, and July 50 per cent of season rate.

May, June, July and August 40 per cent of season rate.

May, June, July, August, and September 30 per cent of season rate.

May, June, July, August, September, and October 20 per cent of season rate.

(No allowance for partially expired months.)

No company in any case to allow over 10 per cent commission to local agents, or any other consideration whatever, at the time or any period thereafter, and no agent shall be allowed to pay any part of his commission to any vessel owners, broker, or any other person.

THE lake shipments of iron ore last year, said the Duluth Herald, amounted to 3,500,000 tons gross. The following will be the probable output this year: Vermillion 400,000 tons; Gogebic 2,000,000 tons; Menominee range, 1,000,000 tons; and the Marquette range, 2,000,000 tons, making a grand total of 5,400,000 tons, an amount that will be beyond what the vessels available will be able to handle. This amounts to about $10,000,000 worth of freight.

THE American Ship Windlass Co., are prepared to manufacture steam windlasses, the engines of which may be disconnected entirely from the windlass and connected with the drum shaft so as to make them available for hoisting cargo in and out of the hatches throughout the ship. This arrangement may be seen on the steamers "Spokane" and "C. Tower, Jr." They are now making one of these windlasses for steam barge at Cleveland and another for one at Bay City, Michigan.

ON April 1st., I will open a new meat market at 35 Bridge St., Ashtabula Harbor, opposite Harrisons milk depot, where I can be found at all times, with a choice line of fresh and salt meats, and would be pleased to see all my old marine friends.

BERT WILLIAMS.
Formerly of Burrill & Williams.

MR. J. HUGHS, who has conducted a meat market at 643 Detroit street Cleveland, Ohio for many years, and who has always had a good vessel trade, will open a branch market at Fairport this season with a full line of the best quality of meats, fresh and salt, ham, bacon, lard, sausage etc. Steamboats and vessels supplied promptly at lowest prices. A capable and oblidging man will have charge.

SELDOM FOUND AMONG THE MARINE NEWS.

That captains often are at sea, when they east think of it. Vessel owners and captains are in search every spring for a reliable firm of whom they can procure equipments for their bedding as: ☞ *Sheets, Pillowcases, Tablelinens, Napkins, Blankets, Comfortables, Towels* etc. and we, *Kohn & Company*, proprietors of Boston dry goods store, 213 Detroit street, near corner Pearl street, Cleveland are fully prepared to furnish ☞ *at short notice* the above named articles. ☞ Owing to our extensive manufacturing of all kinds of ☞ navy blue *Flannel Shirts* we have in steady employment seamstresses to attend the same promptly. ☞ Let it be known to every mariner, that we are the ☞ only retailers in this city, who manufacture all *Flannel Shirts* single and double breast, scarlet Flannel *Undershirts* and *Drawers, Overalls, Jean Pants*, we keep in stock and are sold over our counters. Our *new cutter* ☞ will take measures for first class *custom work* in *Cassimere Suits* etc., and all above named working men's garments to which invites Kohn & Company, 213 Detroit, street near corner of Pearl street, Cleveland O.

OUTFIT FOR SALE.

G. F. Sheldon & Son of Ashtabula Harbor have the outfit of the schooner Nevada for sale, cheap. Any parties wanting such an outfit would do well to come and examine, or write for particulars.

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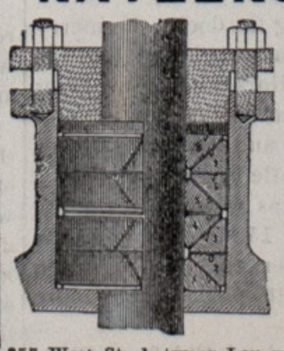
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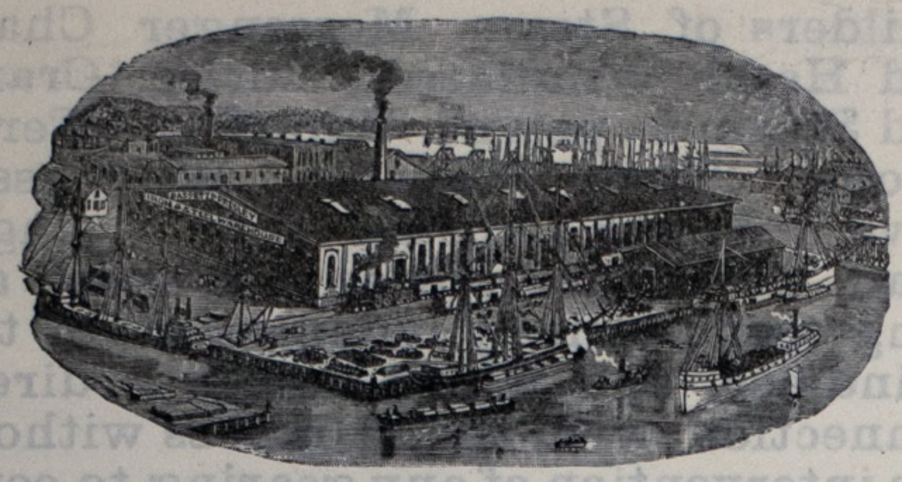

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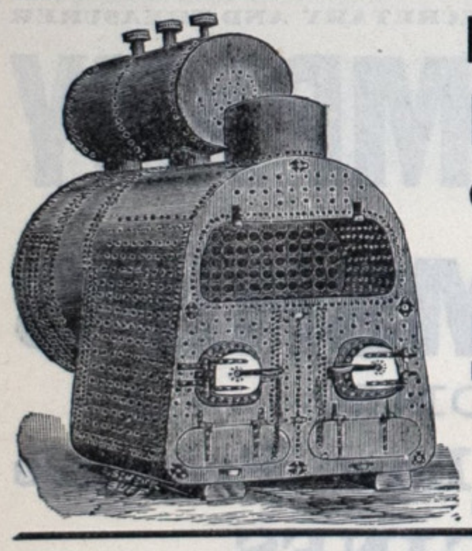

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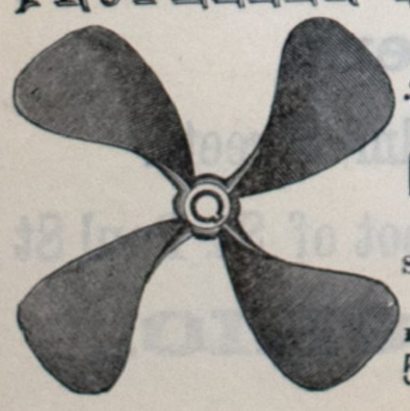

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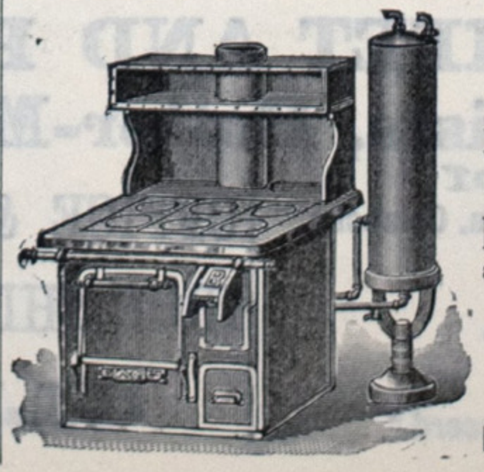

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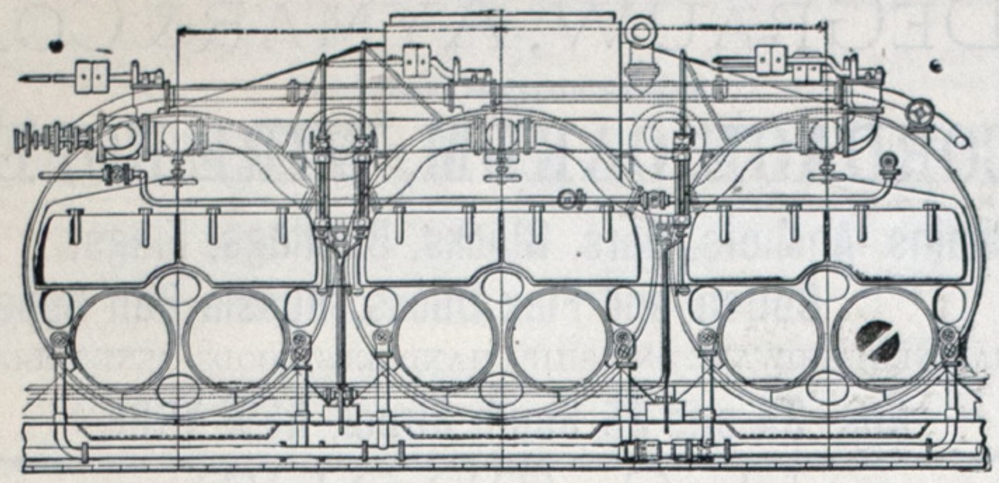

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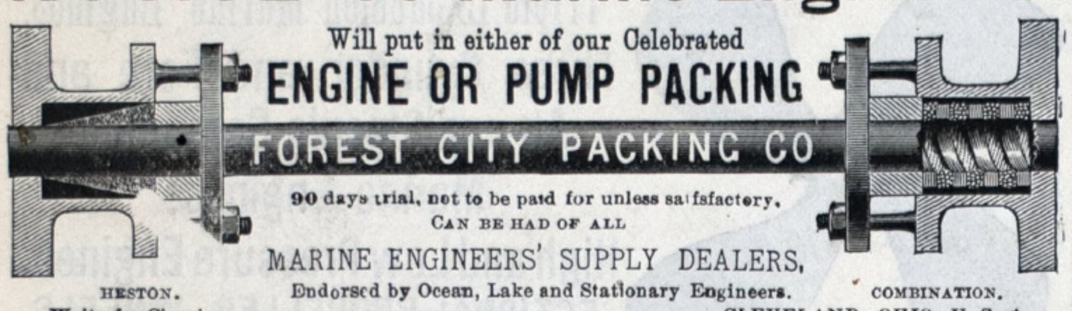
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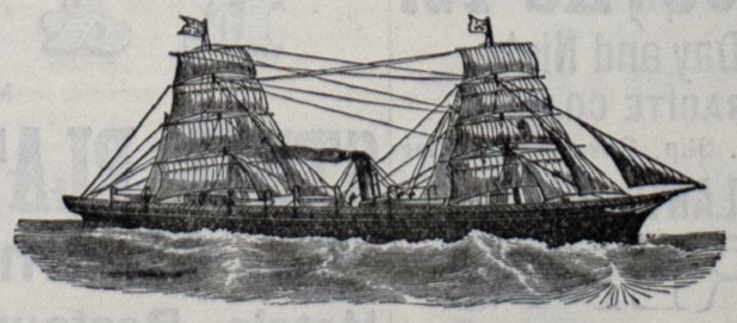

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